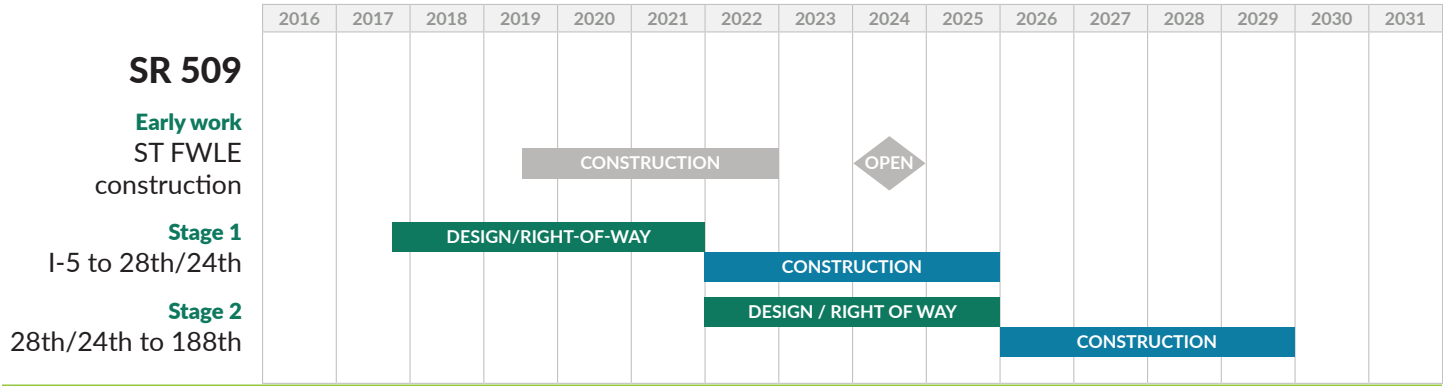


Schedule

SR 509 was funded over a 16-year timeline. The schedule below illustrates the anticipated project design, right of way, and construction. Based on the funding plan under Connecting Washington, major construction for a first stage would likely occur in 2022-2025, and a second stage in 2026-2029. The first stage of construction on SR 509 will need to be closely coordinated with Sound Transit’s Federal Way Link Extension project scheduled to open by 2024.



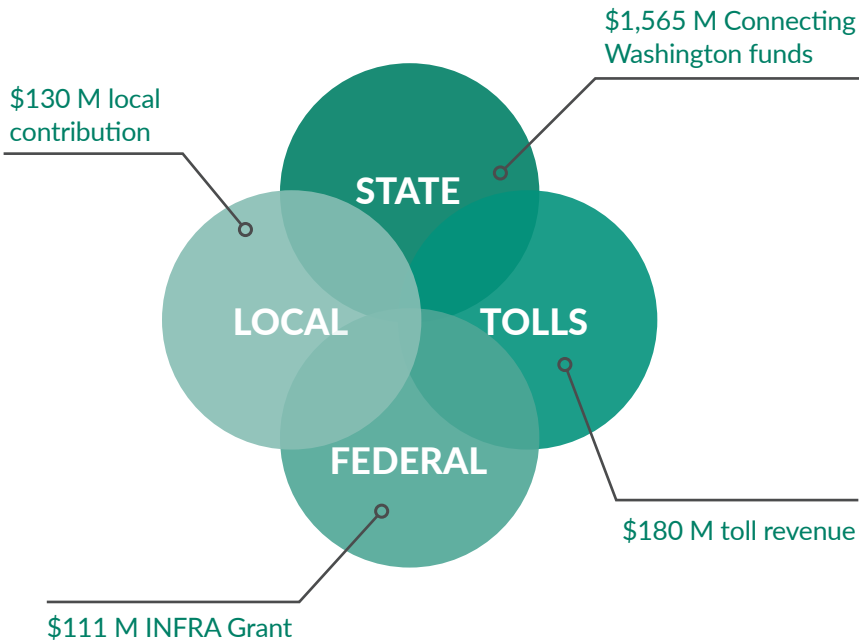
Economic Benefits

Washington State is the second most trade-dependent state in the nation. Completing the SR 509 and SR 167 corridors will provide essential connections for goods from around the U.S. being exported through Puget Sound ports. It will also:

- Connect the ports to the manufacturing and industrial centers in Kent, Puyallup and Sumner. These centers are home of the second-largest distribution center complexes on the West Coast and the 5th largest distribution center in the country.
- Generate more than \$4 billion in economic activity and produces \$379 million annually in state and local taxes.
- Support more than 48,000 jobs at the ports.

Creating direct access to our ports through the completion of SR 509 and SR 167 is essential to the health of our regional economy and the nation’s global competitiveness.

Gateway Funding



For More Information

www.wsdot.wa.gov/projects/gateway

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Puget Sound Gateway Program

SR 509 Completion Project

Project Benefits

- **Freight Connections.** Completes critical freight links between the Port of Seattle and key distribution, warehouse and industrial centers in King County.
- **Regional mobility.** Reduces traffic congestion on local roads and highways by completing connections between Seattle and the Kent Valley. Provides an alternate route to I-5 in south King County.
- **Airport access.** Provides a new connection between I-5 and Sea-Tac Airport from the south for both passengers and air cargo.
- **Regional job and economic growth.** Supports regional job growth and economic growth associated with the state’s two largest ports.
- **Intelligent transportation.** Improves safety and manages congestion with tolling.
- **Advanced wetland mitigation.** Improves water quality and wildlife habitat by completing environmental improvements in advance of the project.

Project Background

In July 2015, the Washington State Legislature and Governor Inslee acted to fund the Puget Sound Gateway Program through the Connecting Washington Revenue Package. The Puget Sound Gateway Program is composed of two projects: completion of State Route (SR) 509 in King County, and completion of State Route (SR) 167 in Pierce County. These projects provide essential connections to the ports of Seattle and Tacoma and will help ensure people and goods move more reliably through the Puget Sound region.

Delivering the SR 509 and SR 167 projects under one program will allow the Washington State Department of Transportation (WSDOT) to realize efficiencies in planning, environmental review, design, and construction.

Funding

Funding for the total Puget Sound Gateway Program will come from the state gas tax, tolls, local contributions, and potential federal grants. Total funding for the project is \$1.87 billion; \$1.565 billion will come from the Connecting Washington Revenue package, tolling will be \$180 million, and local contributions will be \$130 million. WSDOT is also seeking a federal grant.



Overview

Extending SR 509 will ease congestion on I-5 near Tukwila, add a southern access point to Sea-Tac International Airport, and improve service between industrial districts by allowing general purpose traffic and trucks to bypass I-5, SR 99, and local streets.

WSDOT will complete SR 509 by building four new lanes between South 188th St. and its connection with I-5 at South 221th St.

When finished, SR 509 will become a key component of the Seattle and South King County transportation network. When considered in conjunction with the planned Alaskan Way Viaduct improvements, the project provides a critical north-south corridor alternative to I-5 through Seattle and South King County.

Puget Sound Gateway Program SR 509 Completion Project



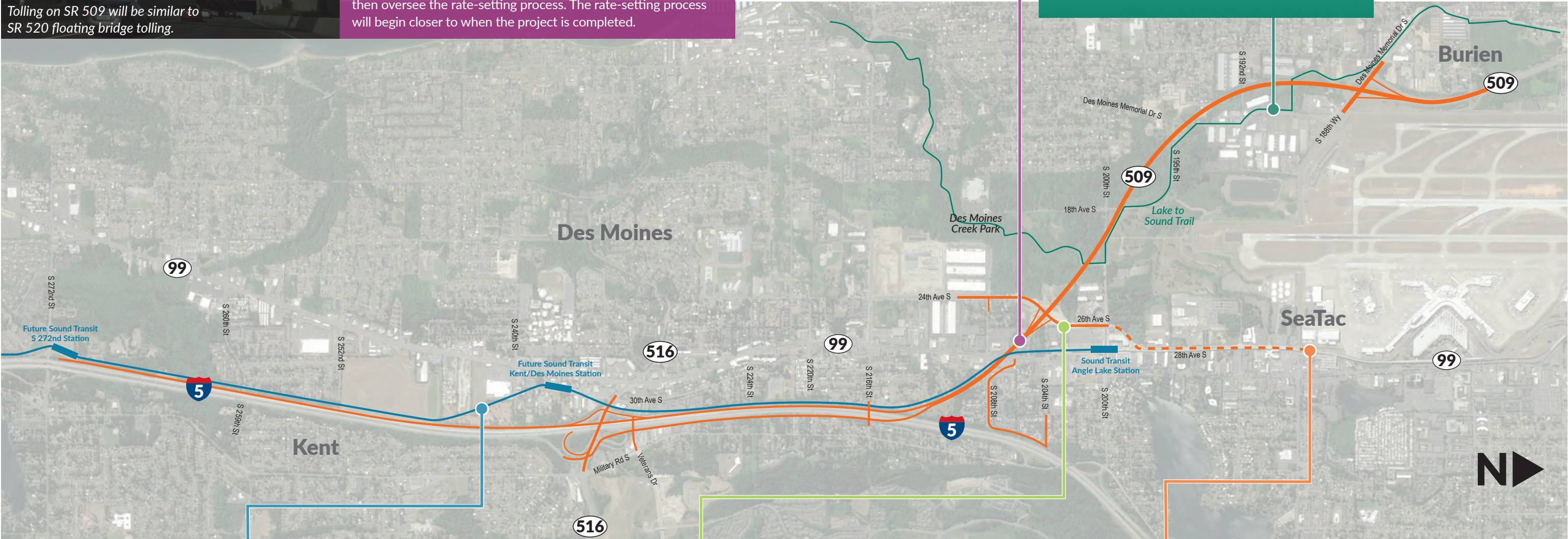
Tolling on SR 509 will be similar to SR 520 floating bridge tolling.

Tolling SR 509

All lanes on the new portion of SR 509 will be tolled using one electronic toll point. There will be no tollbooths. Toll rates will be set by time of day – more during peak periods and less during mid-day, evenings and weekends. Toll rates for the new portion of SR 509 have not been determined. A toll authorization bill must be passed by the Legislature before tolling begins. \$85 million from tolls will be used to construct the SR 509 Completion project. The Washington State Transportation Commission would then oversee the rate-setting process. The rate-setting process will begin closer to when the project is completed.

Lake to Sound Trail Final Segment

The Puget Sound Gateway Program will help to fund a portion of the Lake to Sound Trail, a 16-mile non-motorized trail extending from Lake Washington to the Puget Sound shoreline. WSDOT is working in close coordination with the City of SeaTac and King County to finish the final segment of the trail. The SR 509 alignment will cross over the trail near South 200th St. and South 189th St.



Working with Sound Transit

WSDOT is working closely with Sound Transit as both agencies work to build new major infrastructure projects in the area. Coordination is underway to work through shared property needs in the area. Both teams are also in close coordination at key locations where the projects interact with each other, including the SR 99 crossing, the South 216th St. Bridge, retaining walls near Mansion Hill Neighborhood, and the Southbound off ramp to SR 516.

Early Work in SeaTac: Connecting 28th/24th Avenue South

The City of SeaTac just completed a project, with funding support from WSDOT, to build a new road between South 200th and South 208th streets to connect 28th Avenue South to 24th Avenue South. The project completes the gap in the 28th/24th Avenue South corridor and provides an alternative to SR 99 in the area. As part of the project, a new bridge and tunnel were constructed that accommodates the future SR 509 corridor and the South Airport Expressway.

Southern Access to Sea-Tac Airport

The SR 509 project design accommodates the Port of Seattle's concept for a South Airport Expressway from SR 509 to Sea-Tac International Airport. Trips to the airport from the south will have a new access point to the airport, relieving the north access route. By creating this new southern access point, communities south of SeaTac would have improved access. An interim South Access will be provided from 28th/24th Avenue South.

